

BookletChart™

Bahía de Guánica

NOAA Chart 25679

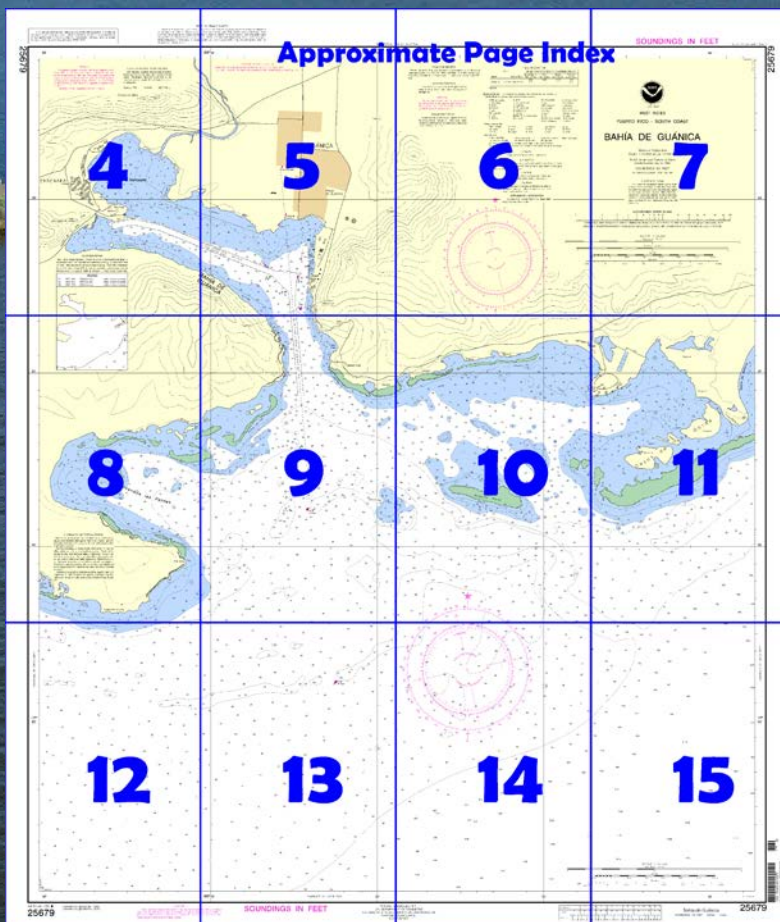


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25679>.



(Selected Excerpts from Coast Pilot)

Bahia de Guanica, 16 miles E of Cabo Rojo Light, is small but one of the best hurricane harbors in Puerto Rico. The bay is protected by the steep, high, and wooded shores on the E and W sides. Large vessels call to load fertilizer, sugar, and molasses at the ports of **Guanica** and **Ensenada**.

Prominent features.—An abandoned lighthouse tower on Punta Meseta is prominent in the daytime. Power transmission towers located on either side of the channel and a

39-foot water tower NW of **Punta Meseta** are visible from seaward. Once inside the harbor, the most prominent objects are: two stacks at

the sugar mill, a cupola at a large house near the sugar mill, and a fixed crane at the fertilizer wharf 0.5 mile N of Punta Meseta.

Channels.—Bahia de Guanica is entered through a buoyed approach channel, about 0.8 mile SE of **Punta Brea** (17°56.0'N., 66°55.2'W.), thence through a privately dredged channel, marked by a **354°30'** lighted range and buoys, which leads to a turning basin on the E side of the bay, and thence to the sugar mill at the W end of the bay. In 1970, the controlling depths in the dredged channel were 26 feet to the turning basin, thence 21 feet in the N half, and 27 feet in the S half of the channel to the W end of the bay.

An overhead power cable with a clearance of 150 feet crosses the channel about 0.4 mile inside the entrance.

Anchorage.—The usual anchorage is 0.6 mile E of the sugar mill pier in depths of 20 to 28 feet, although vessels may anchor any place in the bay according to draft. The bottom is soft and holding ground is good, except in the entrance. Small fishing boats anchor off Playa de Guanica.

Dangers.—**Cayos de Cana Gorda**, 2 miles E of the entrance to Bahia de Guanica, extend 0.8 mile SW from **Punta Ballena**. They are low, covered with mangrove, and do not show well from seaward. Reefs partly bare at low water surround them to a distance of 0.3 mile.

Arrecife Coral, a mile E of the entrance, is an extensive coral reef partly bare at low water. The W end of the reef is nearly a mile SE from Punta Meseta. Foul ground is between it, the N shore, and Cayos de Cana Gorda.

Corona La Laja, 0.9 mile S of Punta Meseta, is about 0.2 mile in diameter with 8 to 17 feet over it; the sea seldom breaks on the shoal. A ridge with depths of 22 to 24 feet extends over 0.3 mile W of the shoal almost to the buoyed channel.

On the W side of the entrance, a shoal with 11-foot and 12-foot spots extends 0.2 mile SE of Punta Brea.

A detached shoal, 0.6 mile NE of Punta Brea, has depths of 20 to 29 feet near the W side of the entrance channel. Other spots with depths of 25 to 28 feet are near the limits of the channel leading into the bay. A 29-foot depth is between entrance Buoys 2 and 3, and 24-foot depths are about 0.85 mile SE of the buoys.

Ensenada las Pargas, an open bay N of Punta Brea, is fringed with reefs, mostly bare at low water on which the sea breaks; the reefs make out as much as 0.4 mile from the shore.

Pilotage, Bahia de Guanica.—See Pilotage, Puerto Rico (indexed as such) early this chapter. Pilots from Bahia de Guayanilla serve Bahia de Guanica. Vessels are usually boarded 0.5 mile S of the entrance buoy. Pilots may be contacted on 2182 and 2738 kHz. Several hours' notice must be given to allow the pilot to come from Guayanilla.

Quarantine, customs, immigration, and agricultural quarantine.—(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)

Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

Guanica is a **customs port of entry**.

Harbor regulations.—Local regulations are enforced by a Commonwealth Captain of the Port whose office is near Playa de Guanica.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC New Orleans	Commander	
	8th CG District	(504) 589-6225
	New Orleans, LA	

Table of Selected Chart Notes

HEIGHTS

Heights in feet above Mean High Water.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

Mercator Projection

Scale 1:10,000 at Lat. 17°56'30"

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET

AT MEAN LOWER LOW WATER

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

NOAA VHF-FM WEATHER BROADCASTS

The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Maricao, P.R. WXJ-68 162.55 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the Puerto Rico Datum must be corrected an average of 7.119" southward and 1.367" eastward to agree with this chart.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

COLREGS, 80.738a (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Guánica (17°58'N/66°55'W)	feet 0.7	feet - - - -	feet - - - -	feet -1.0

(02/03)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

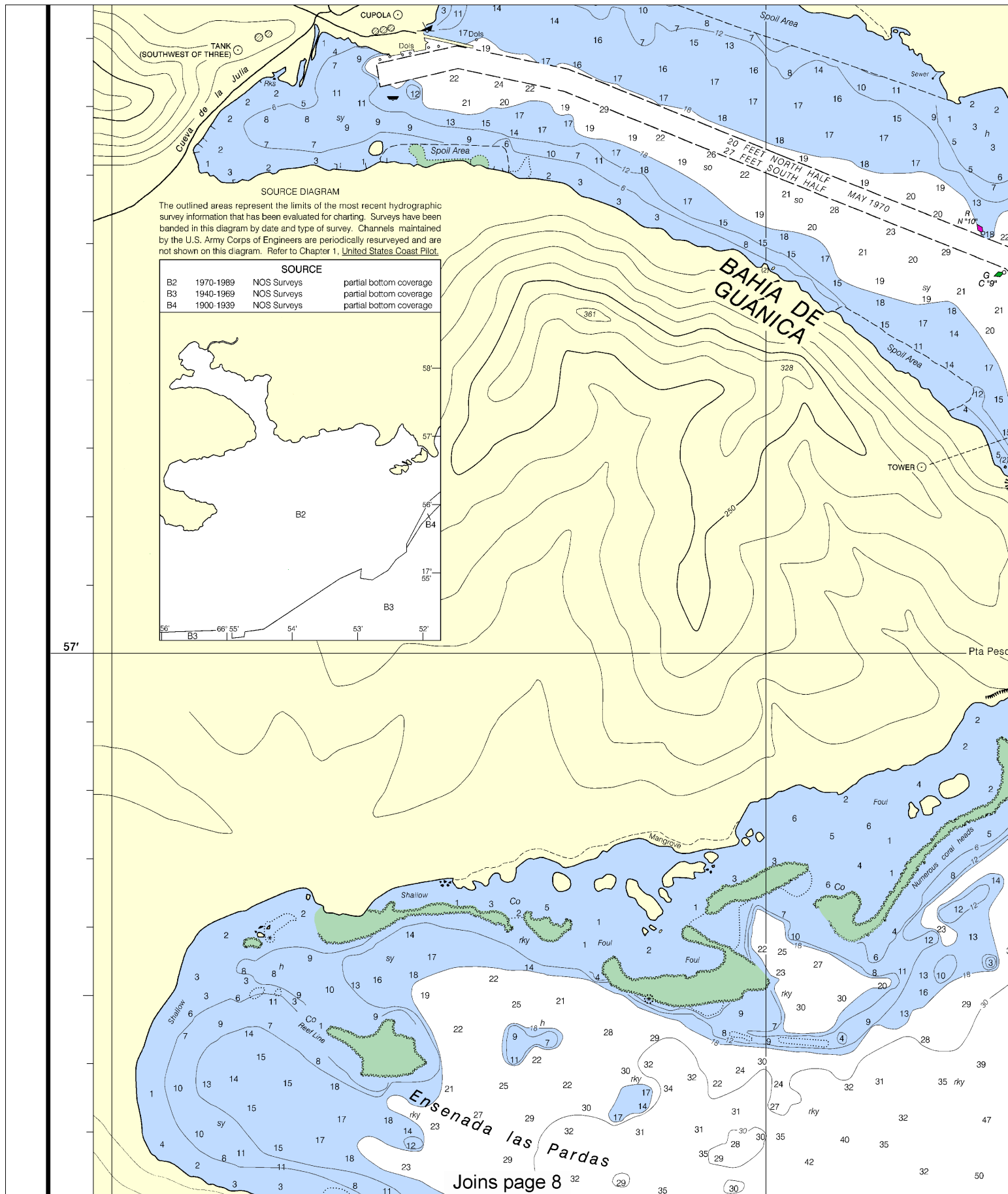
AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rof rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Rof radar reflector	Wh-Is whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bcls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

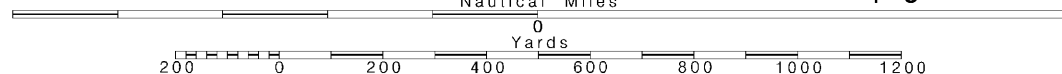
AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

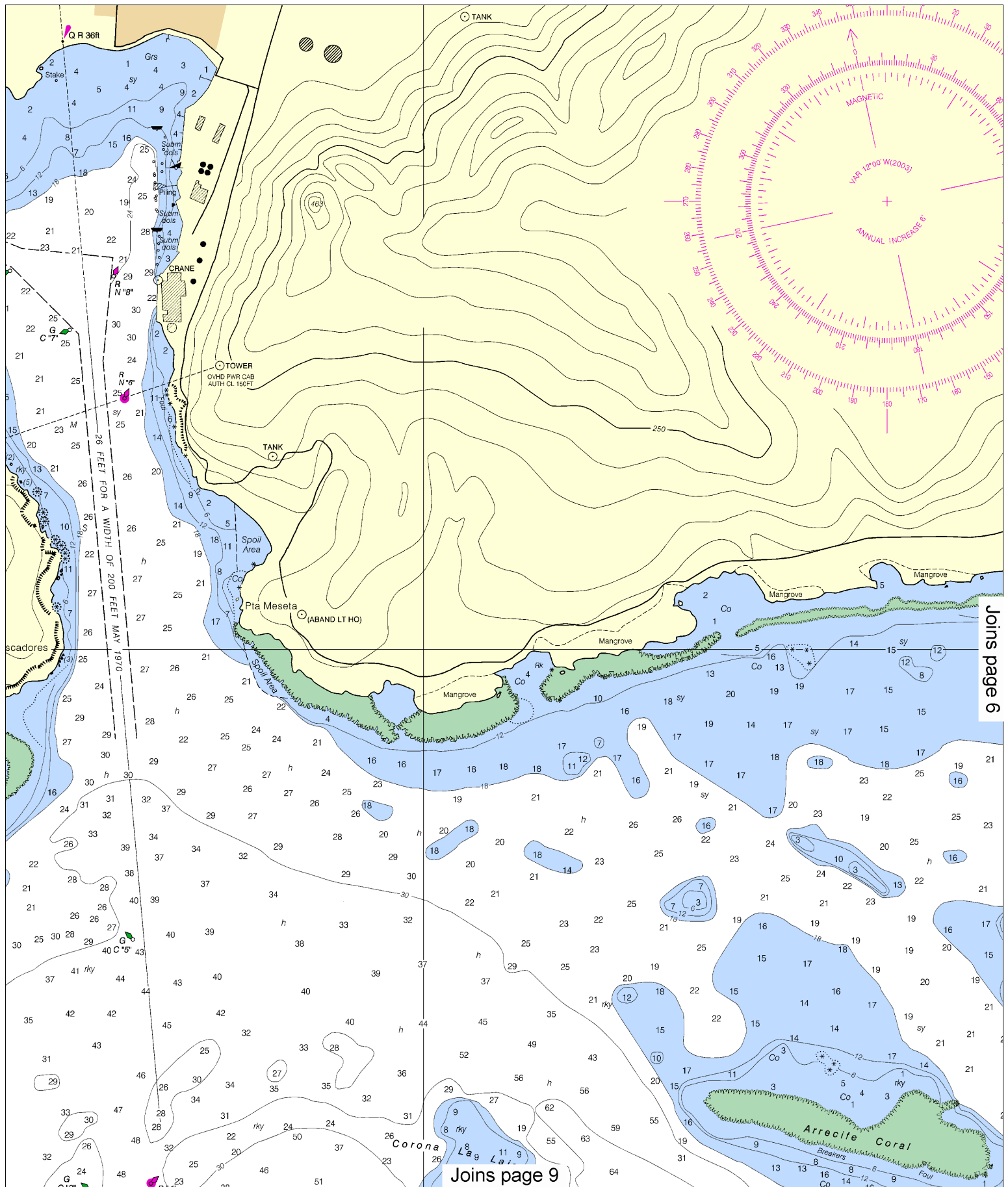


Note: Chart grid lines are aligned with true north.

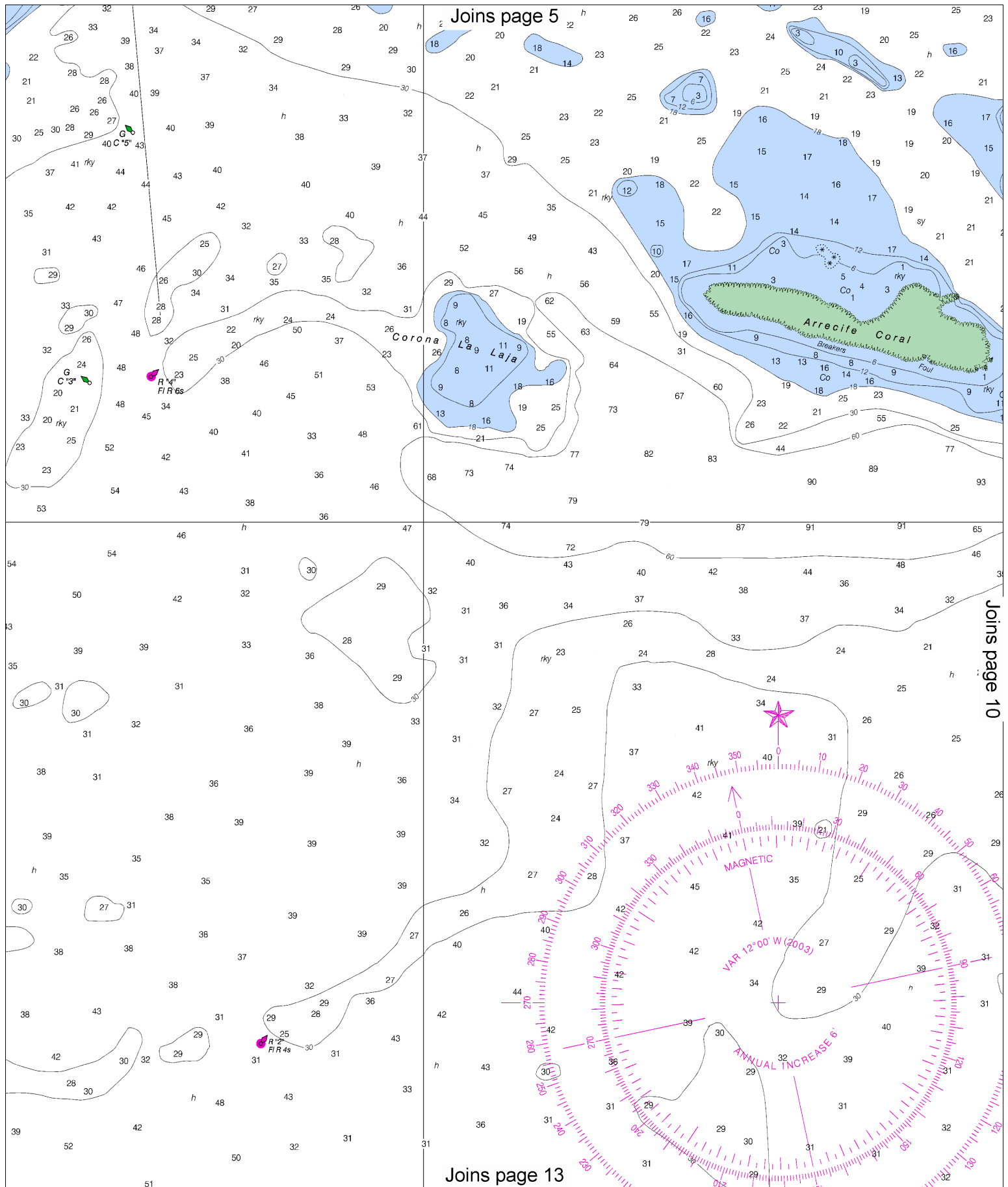
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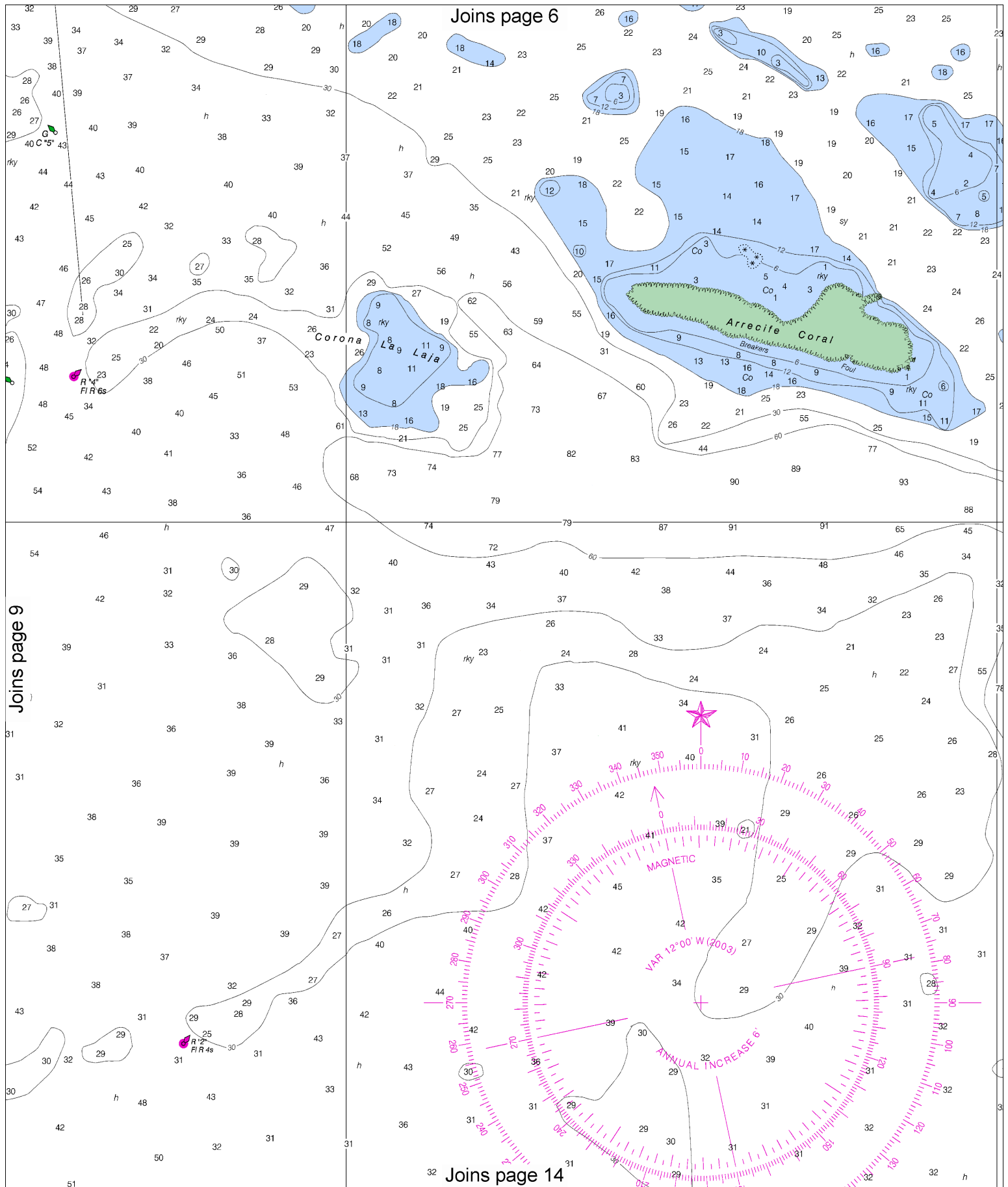
See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:13333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



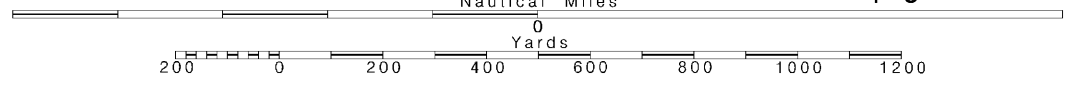


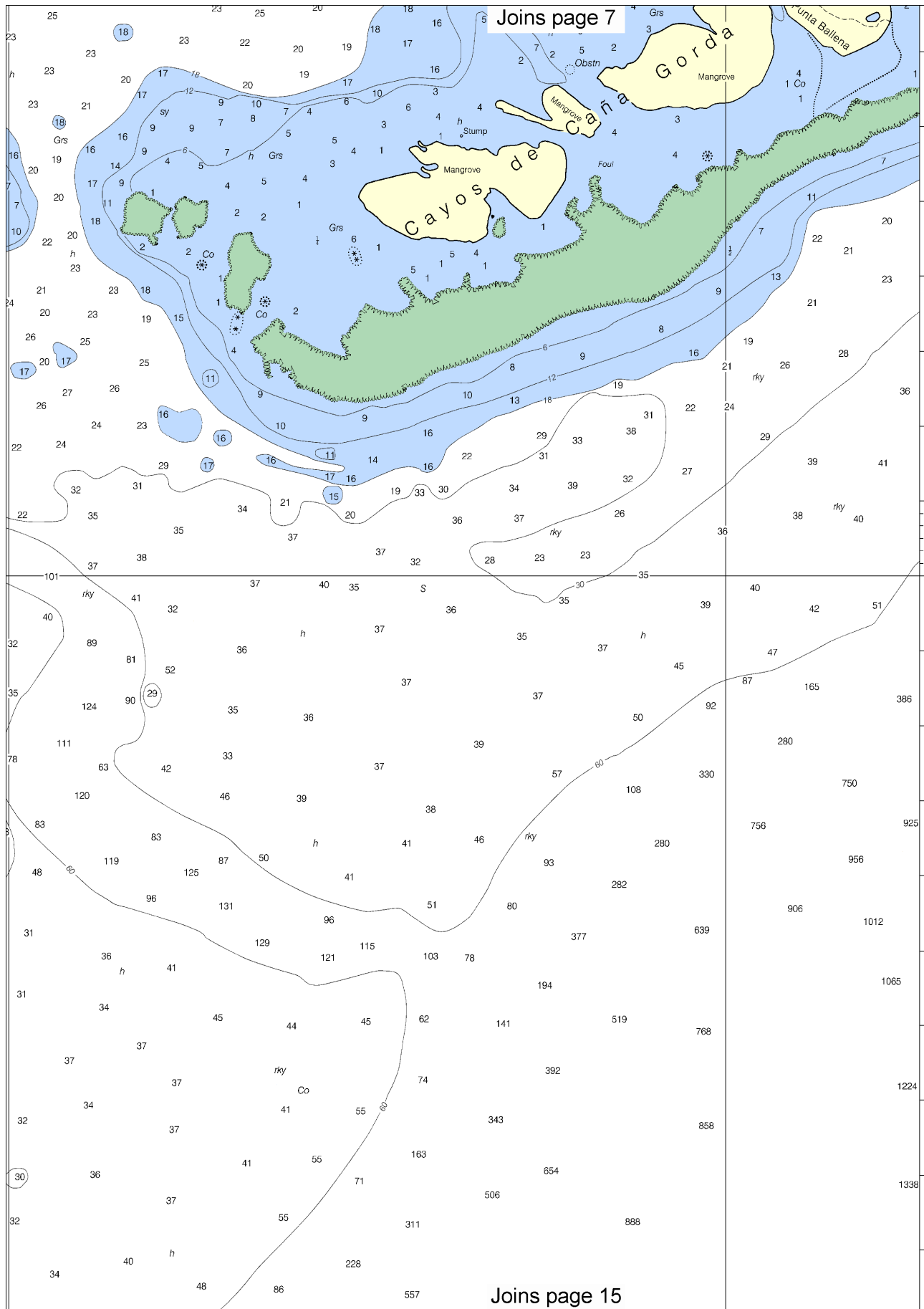
10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. —SCALE 1:10,000—

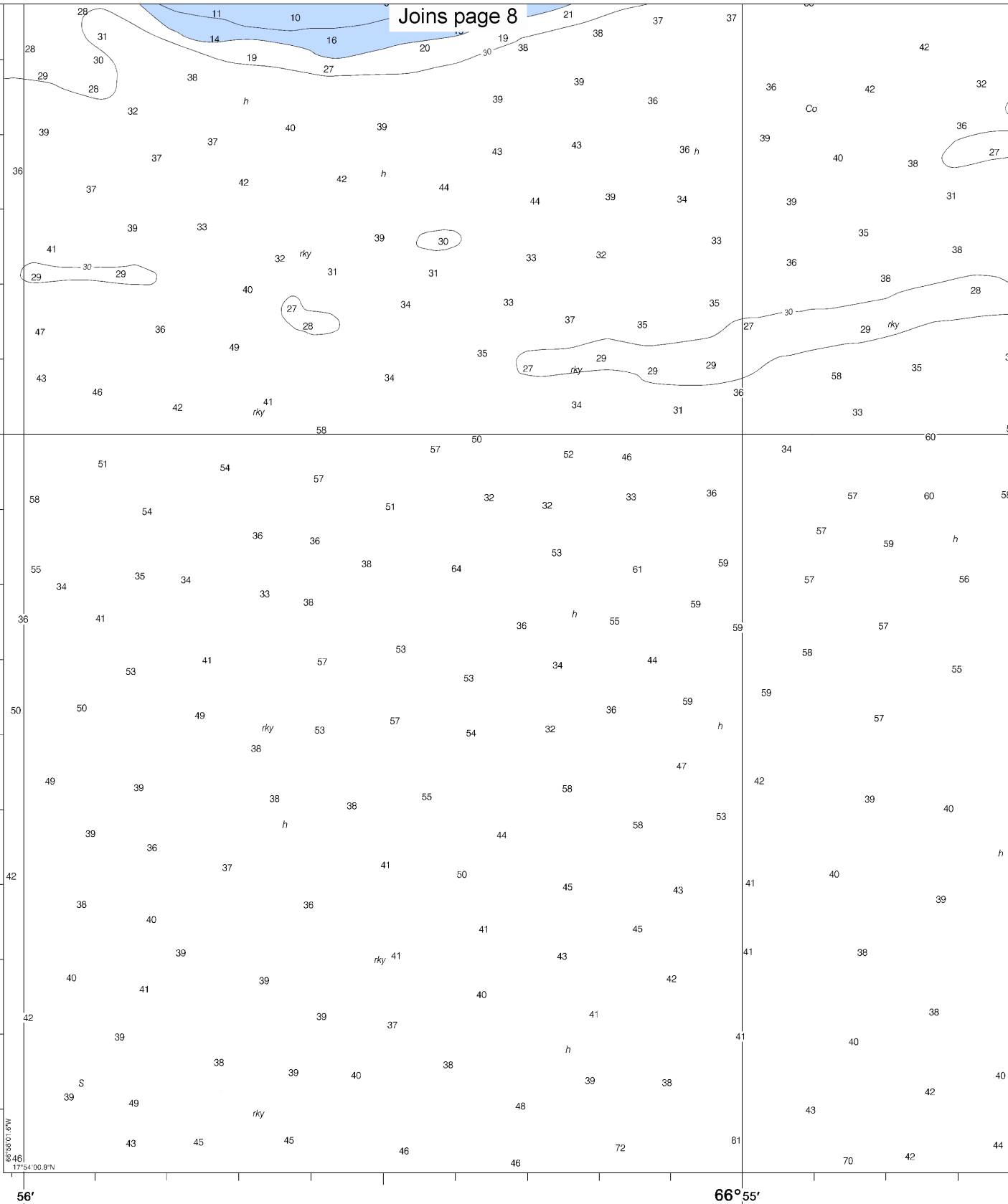
See Note on page 5.





CONTINUED ON CHART 25671

17°
55'



10th Ed., Mar. / 03
25679

Corrected through NM Mar. 15/03
Corrected through LNM Feb. 25/03

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

SOUND

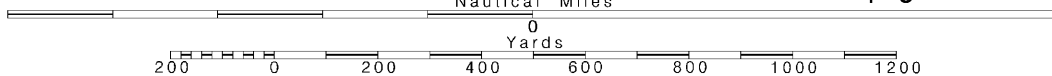
12

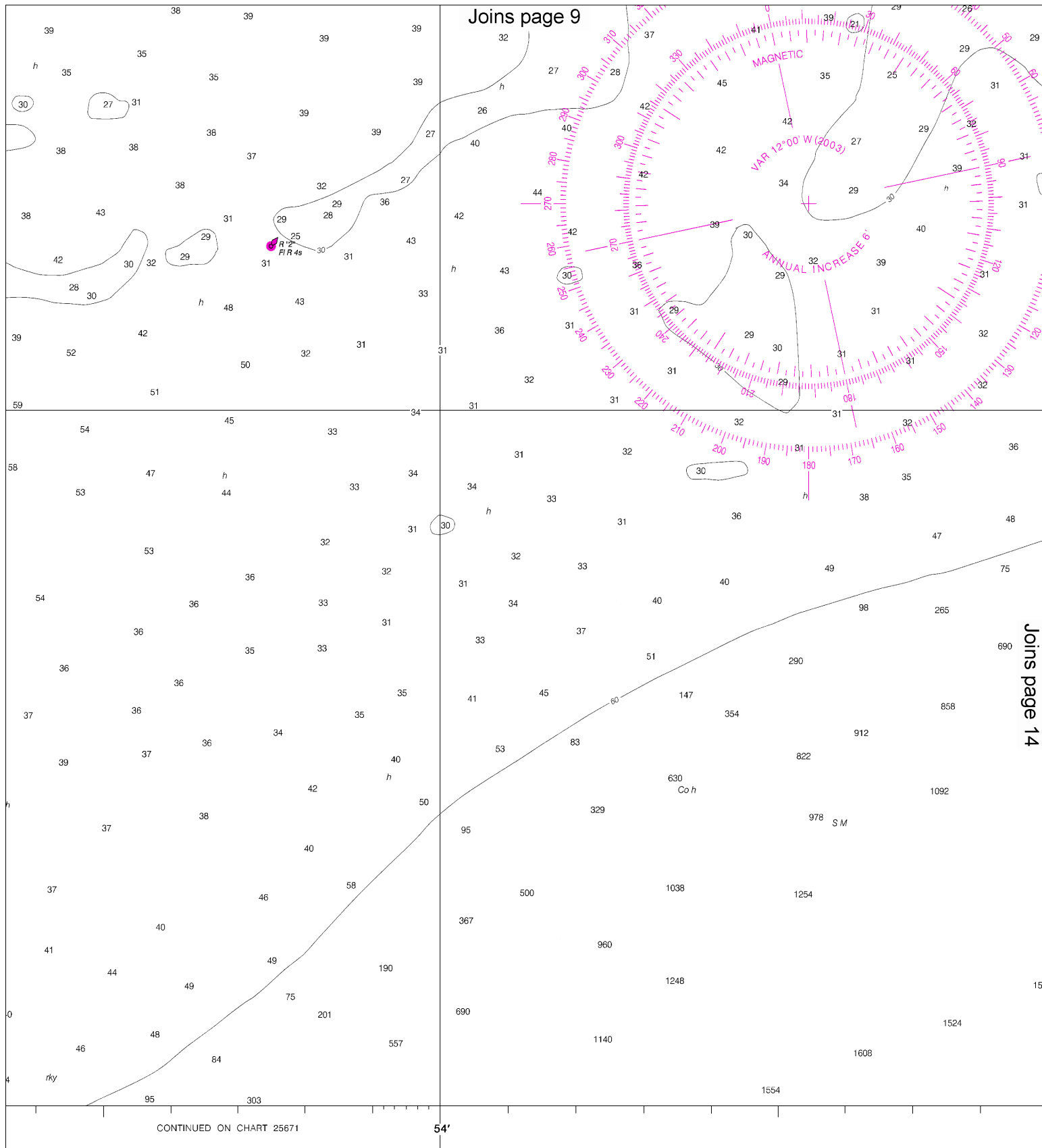
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

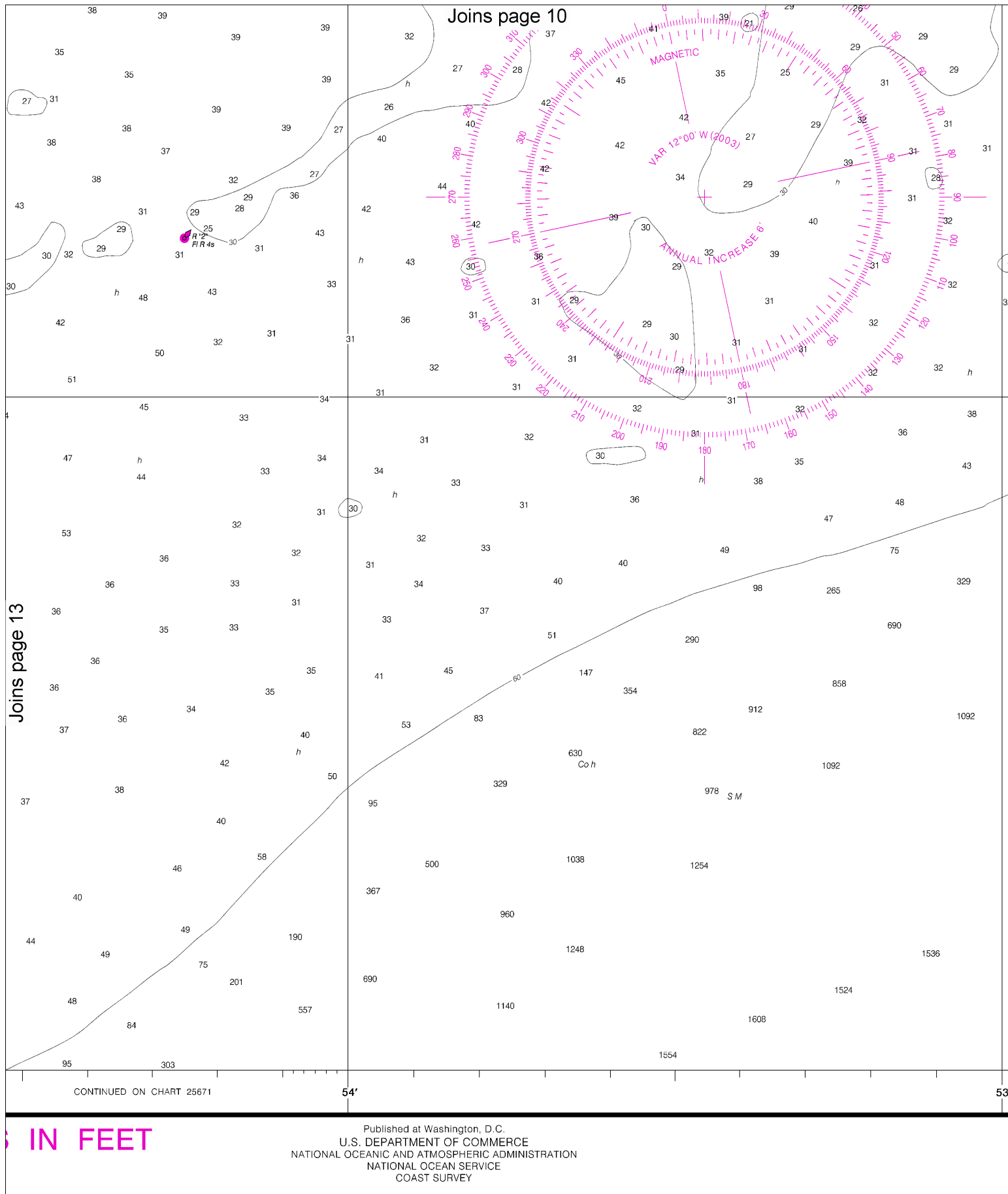
See Note on page 5.





INGS IN FEET

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



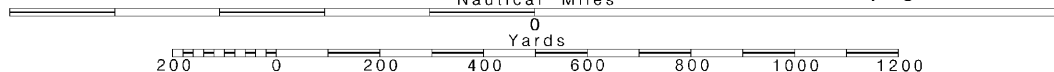
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.



CONTINUED ON CHART 25677

17°
55'

SCALE 1:10,000

Nautical Miles

Yards

Meters



ED. NO. 10



NSN 764201.4012077
NIMA REFERENCE NO. 25XHA25679

25679

Bahía de Guánica
SOUNDINGS IN FEET - SCALE 1:10,000

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17



EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker